

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Railroad Construction Projects in East Germany

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**SUPPLEMENT TO
REPORT NO.**

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1. On 7 September 1953 [] the partly destroyed loading ramp at Priemerburg near Guestrow was being reconstructed. The ramp is 200 meters long. 1
2. In early September, the Berlin regional railroad headquarters was ordered to have a spur track constructed from the Sachsenhausen railroad station to the Central Depot for State Material Reserves which is in process of being established. [] the spur track could be built within two weeks. 2
3. Prior to late August [] the following rail links of spur tracks branching off from the Altenburg-Goessnitz main railroad line (Thuringia) were under construction:
 - a. Rail link from the Paditz stop to the Kotteritz-Klausa line, which has connection to the Altenburg airfield. 3
 - b. Rail link between the Altenburg-Goessnitz and Goessnitz-Schmoalln lines immediately south of Lehnendorf. In August, the link was nearing completion. However, the bridge over the Pleisse River has not been completed. 3
 - c. In Altenburg, a spur track was under construction from the old gas works to the Vereinigung Volkseigener Erfassungs- und Aufkaufsbetriebe (Association of Nationalized Procurement Agencies) (VEAB). By late August, about one third of the spur track had been completed. 4
4. [] sketch of the spur track under construction in the VEAB area in Altenburg. On 17 September, construction work was inspected by a Soviet general and 10 officers. 4
5. On 21 August, [] the double-tracking of the Westring Berlin (line between Wustermark and Wildpark) had been postponed to 1955. In 1954, the track in use on this line is to be reinforced, to be able to withstand an axle pressure of 20 tons and a speed of 80 km p.h. 5
6. [] Wildpark-Michendorf railroad line []
 - a. The line has been designed to close the gap in the Berlin railroad circuit. It is to originate near the Golm railroad station, will cross the Berlin-Brandenburg railroad line near Kuhfort and the Treuenbrietzen-Wildpark line

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-2-

- just south of the Caputh-Geltow railroad station, pass under the Berlin-Belzig line and join the Grossbeeren-Michendorf line north of Langerwisch.
- b. Connecting curves scheduled to be constructed in order to connect the new line with railroad lines crossed by it include:
1. one near Golm for connection with the single-track Jueterbog-Nauen line;
 2. two for connection with the Berlin-Magdeburg line, south of the intersection of the new line with the main line;
 3. one for connection with the Berlin-Belzig line, west of the intersection with the new line, to enable trains arriving from Golm, Wildpark or Brandenburg to turn off toward Seddin and Belzig.
 4. The connecting curve establishing a connection between the lines to Wustermark and Brandenburg will have to be rerouted;
- Each of the curves must be at least 1,000 meters long to be long enough for trains of 150 axles.
- c. The roadbed of the new line is scheduled to be built for two tracks, a load capacity of 20 tons and a speed of 80 km p.h. For the time being, only one track will be built. Grades are not to exceed a ratio of 1:400, while the radius of curve is not to be below 2,000 meters on the line and not below 500 meters on connecting curves. ⁶

7

In conjunction with the further improvement of the GAR, the Wuhlheide-Karow section of this line will be double-tracked. The grades and radii of curve of this line section do not meet the requirements of a main line. A straightening of the line and a simultaneous widening of its roadbed for the second track would result in considerable operational difficulties. Since sufficient means are not available to complete the entire project, the new line will be provisionally joined to the existing GAR before the intersection with the Berlin-Wriezen line on Landsberger Chaussee. The line section which is going to be built presently will be 9 km long and provided with two tracks 4.5 meters apart. A railroad station is scheduled to be built at railroad km marker 7.8 south of Wartenberg. After completion of the new line, the old one will be dismantled and its area levelled. The new line section requires the construction of 8 bridges, 6 underpasses and 2 overpasses.

8.

the following railroad construction projects are planned to be executed in the railroad district in 1954:

Project Involved	Grade of Priority	Total Investment (in 1,000 Eastmarks)	To Be Spent in 1954
Lichtenberg railroad station	I	13,200	6,600
Frankfurt/Oder railroad maintenance shop	IV	750	750
Lichtenberg railroad maintenance shop	I	3,500	2,000
Rummelsburg railroad maintenance shop	II	2,000	1,200
Birkenwerder-Wustermark line	I	119,500	26,000
Wuhlheide	I	200,000	10,000
Kuestrin, transfer track	I	7,200	4,600
Karow-Birkenwerder line	I	47,000	8,000
Treuenbrietzen-Belzig line	I	10,650	5,781
construction of parking sidings for boxcars	I	5,000	5,000
Frankfurt/Oder transfer track	I	9,000	500
Stalinstadt (Fuerstenberg/Oder)	I	45,000	2,000
Jueterbog-Grossbeeren	I	8,442	1,122
Brandenburg, connecting curve	I	16,000	8,000
SAR	I	7,945	410
Friedrichstrasse, elevated train station, reconstruction work	I	4,000	1,600
Grossbeeren, connecting curve	I	5,245	487
Schoenefeld	I	3,756	2,056

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-3-

Project Involved	Grade of Priority	Total Investment (in 1,000 Eastmarks)	To Be Spent in 1954
Improvement of facilities for elevated train traffic	I	1,500	690
Karow, northwest curve	I	4,333	733
Marzahn-Oranienburg line	I	33,788	212
Loewenberg-Rathenow	I	12,744	380
Grossbeeren-Seddin	I	5,296	425
Ruedersdorf, railroad station, reconstruction	VI	800	800
reinforcement of the Wildpark-Wustermark line	II	7,000	7,000
Improvement of the Frankfurt/Oder railroad station	III	1,100	1,100
Frankfurt/Oder, railroad bridge over the Oder River	IV	5,700	5,700
reinforcement of the Belzig-Brandenburg line	V	5,800	5,800
Double-tracking of Velten-Henningsdorf line	VII	12,000	6,000
Improvement of Premnitz railroad station	VIII	3,000	3,000
double-tracking of Karow-Wuhlheide line	IX	15,000	15,000
construction of Wildpark-Michendorf line	X	58,000	35,000
double-tracking of Koepenick-Erkner line	XI	7,500	7,500
bridge over the Havel River at Brandenburg	I	2,500	2,000
bridge over the Oder River at Kuestrin	II	1,200	1,200
construction of automatic devices	I	13,000	200
construction of automatic devices on the Grossbeeren-Wittenberg line	II	12,000	6,000
construction of safety devices on SAR at Wuensdorf	IV	1,600	1,600
improvement of the Berlin-Dessau and Berlin-Wiesenburg lines	V	250	250
construction of telecommunications buildings	I	7,700	4,400
laying of cables	II	13,600	7,255
laying of cables	III	2,000	2,000
construction of a central dispatcher station	IV	7,200	3,500
Fredersdorf	I	1,900	500
Oranienburg, railroad maintenance shop	II	1,800	1,800
switch shop in Brandenburg	I	6,000	5,000
administrative building on Krausenstrasse	I	2,320	1,320
equipment of emergency trains	IV	6,200	3,700
miscellaneous	I	850	850
Kirchmoeser	I	1,439	921

25X1 1. Comment. The loading ramp is reconstructed for the KVP ammunition depot at Guestrow-Priemerburg, which has been provided with a spur track.

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25X1 2. Comment. Sachsenhausen is located on the Berlin-Loewenberg railroad line north of Oranienburg.

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-4-

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3. Comment. For location of these rail links, see Annex 1.

4. Comment. For location of the spur track, see Annex 2. The inspection of the project by high-ranking Soviet officers indicates that it will serve Soviet interests, possibly as a supply depot.

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5. Comment. Originally, it had been planned to reinforce the existing track of this section of the Westring Berlin and to construct a second track in 1953. Because of a critical shortage of materials, the construction of the second track has been canceled for the time being, while the reinforcement of the second track was postponed to 1954.

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6. Comment. For location sketch of this new line, see Annex 3. construction plans, see Annex 4. Originally, this section of the Berlin rail circuit was to be double-tracked. However, only the construction of one track was included in the 1954 construction program. the line may not be built before 1955.

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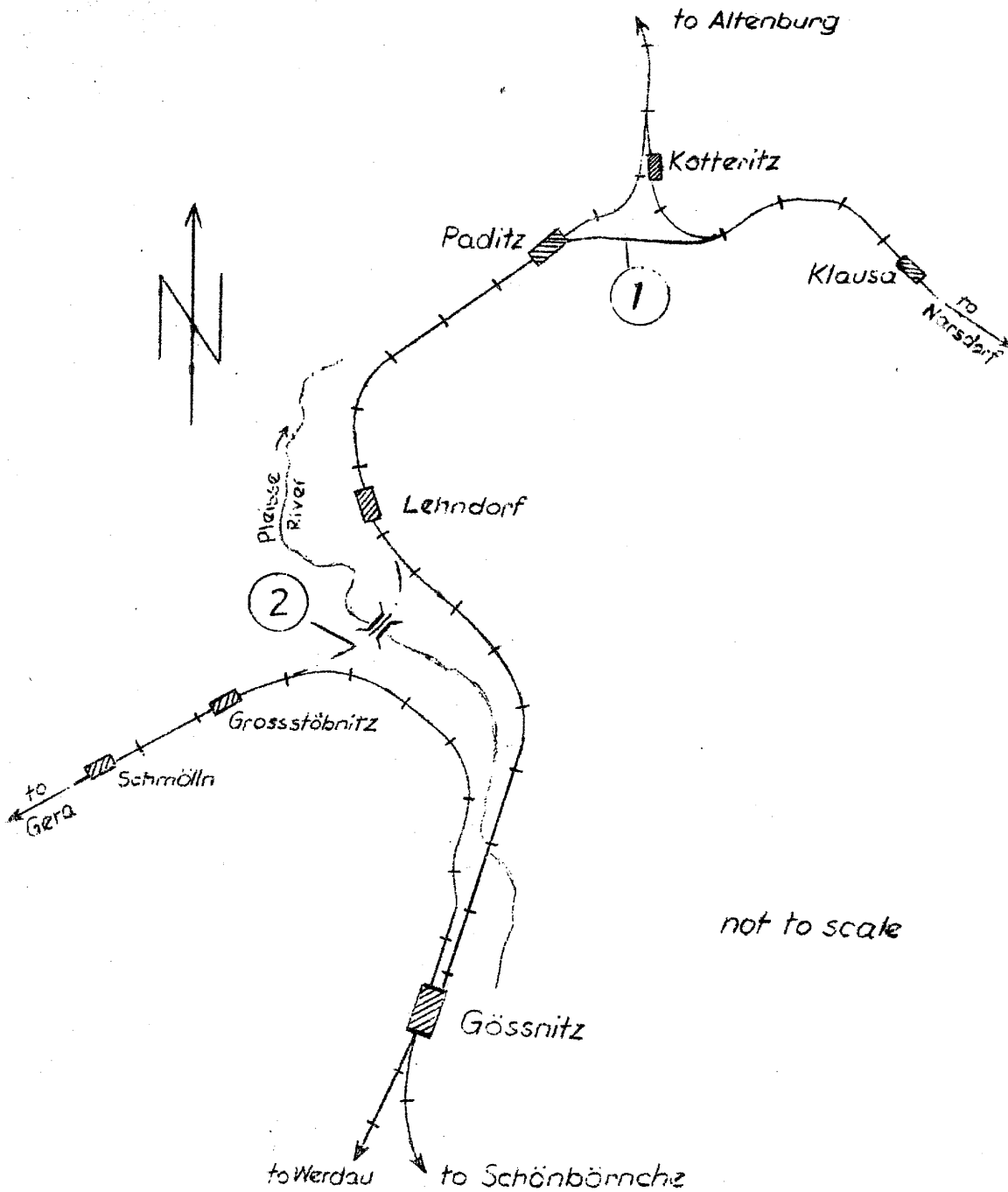
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ANNEX 1Sketch of Rail Links to Be Built in Thuringia.Legend:

(1)

Rail links completed

(2)

Rail links nearing completion

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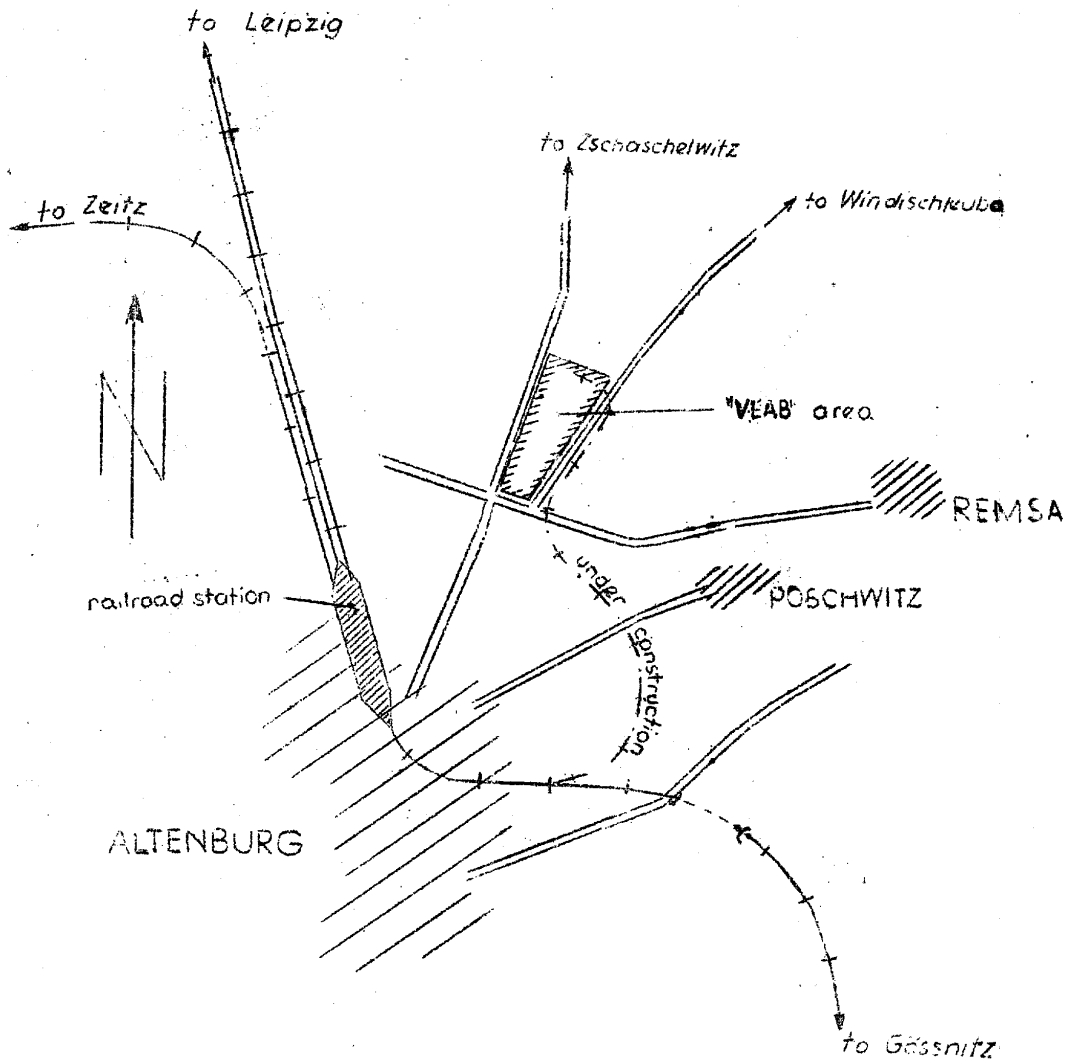
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ANNEX 2

Spur Track under Construction near Altenburg.



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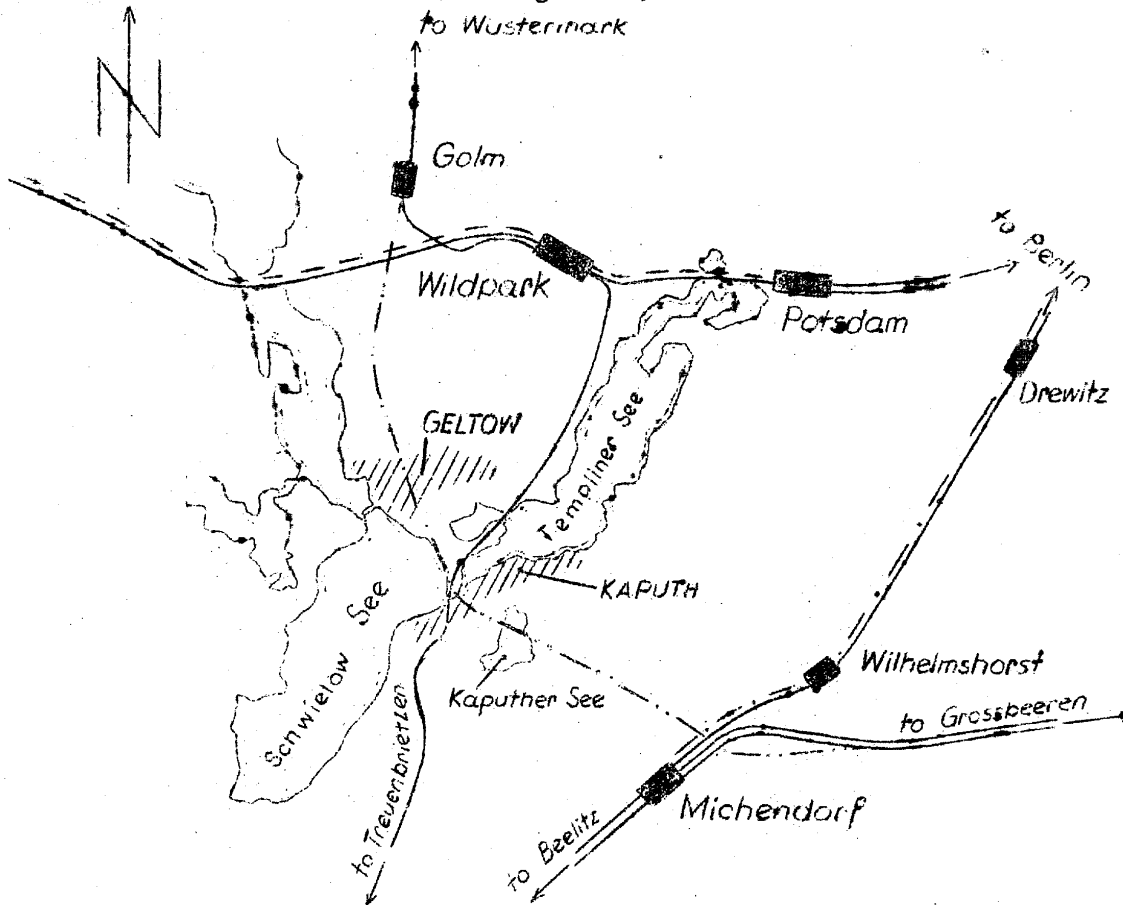
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ANNEX 3

Sketch of the Wildpark-Michendorf Line

(Westring Berlin)

to Wustermark



scale 1:100,000

Legend:

- new line
- double-track line
- single-track line
- double-track in progress of reconstruction
- 1 track dismantled

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